

**United States Department of the Interior
National Park Service**

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date entered AUG 14 1985

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Historic Resources of Hardin, Montana

and/or common

2. Location

street & number Properties within the Hardin Original Townsite and along
the right-of-way of the Burlington Northern Railroad n/a not for publication

city, town Hardin n/a vicinity of

state Montana code 030 county Big Horn code 003

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<u>N/A</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
Multiple Resource	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership (see inventory forms)

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Big Horn County Courthouse

street & number Third and Crow

city, town Hardin state Montana

6. Representation in Existing Surveys

title Historic Resources Survey,
Hardin Original Townsite has this property been determined eligible? yes no

date 1982 federal state county local

depository for survey records State Historic Preservation Office, Montana Historical Society

city, town Helena state Montana

7. Description

Condition

___ excellent

good

___ fair

___ deteriorated

___ ruins

___ unexposed

Check one

unaltered

altered

Check one

original site

___ moved date _____

Describe the present and original (if known) physical appearance

The City of Hardin is located on the floodplain of the Big Horn River Valley, about a mile and a half from the mouth of the Little Big Horn River and about 45 miles east of Billings, Montana. Hardin is about two miles north of the Crow Indian Reservation and about 15 miles northwest of the Custer Battlefield National Monument. The surrounding countryside is primarily bottomland, much of it planted in wheat and sugar beets, and rolling hills used for grazing and dry-land farming. Hardin is situated along the Burlington Northern mainline which runs from Sheridan, Wyoming, to Billings. The tracks run in a northeast to southwest direction and form the south edge of town. The town itself is laid out on a rectangular grid oriented to the cardinal points on the compass. Hardin's main street, called Center, runs north-south and approximates being perpendicular to the tracks in a pattern called a "T-town" and typical of many western railroad towns. The Original Townsite, the area surveyed and the area within which the properties being nominated may be found, is on the east side of town. It contains the historic central business district and some residences. Residential neighborhoods border the Original Townsite on the north and especially the west. A newer "strip" commercial district has developed along the northwest corner in response to Interstate 90 which bypasses the community.

Hardin's Original Townsite and the immediately surrounding blocks are still largely comprised of structures built during the early periods of Hardin's development (1907-1937). Furthermore, many of these early structures have been altered very little over the years. Others, however, have lost integrity due to modifications in storefronts, siding, window configuration, or signage. Nevertheless, they still convey associations pertinent to Hardin's historical significance due to their use, massing, set-backs, and building density. Several structures or more recent construction are interspersed throughout the older parts of town. Nevertheless, Hardin still conveys the visual impression of an early 20th century Montana railroad town, important aspects of which are: the concentration of commercial structures along and adjacent to a main street which has a definite relation to the railroad tracks; commercial structures are one and two story fronting directly on the sidewalk and fully occupying narrow lots; residences surround the commercial district and are situated in the midst of more spacious lots along tree-lined streets.

This nomination includes only properties within the Original Townsite or along the immediately adjacent railroad tracks. It includes a commercial district and a residential district. Contributing structures include those which have been altered but which still convey important associations and which hold the potential to have their integrity restored. Although the surrounding neighborhoods also contain intact examples of Hardin's early residential construction, they have not been inventoried. When they are inventoried, it is anticipated that many properties surrounding the Original Townsite will be added to this multiple resource nomination.

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Hardin's architecture is typical of early 20th century small town residential and commercial architecture. The town contains no outstanding individual examples of any particular architectural style, but rather the town is an excellent collection of typical representatives of a number of styles. Those styles include vernacular commercial, vernacular wood frame residential, early 20th century neo-classical commercial, Craftsman, and (if one would call it a style) the grain elevator.

The vernacular styles are the least well represented. The commercial structures are those which were erected by the first few business people to arrive at Hardin. They erected buildings without professional design assistance and without neighboring examples of styles which could guide them. Rather, they erected buildings based on images they and their contractors brought with them of what the first saloon or the first mercantile or the first drug store in a new townsite ought to look like, given the materials and skills available. Examples of such buildings include Spencer's, Reeder's Drug, and the Johnstone and Tupper store. Each of these buildings has been significantly modified to today's conditions as Thompson's Trucking, Stockman's Bar and Cafe, and the Mission Bar, respectively. Yet, through the modifications, one can sense the simple forms of the vernacular commercial buildings: the simple massing, the simple roof forms (gable or flat), and the false front.

The same is true of the vernacular residential structures: although they have been modified, through the modifications one can see the simple gabled or hipped forms of the first houses built in Hardin to provide basic shelter without an attempt to embrace the tenets of any particular style. Typical modifications include asbestos or hardboard siding or stucco, enclosed porches, side and rear room and porch additions, and the modernization of windows and doors.

The more substantial commercial blocks in Hardin were designed by professional architects, and the style of choice was the early 20th century neo-classicism popular elsewhere in the U.S. during that period. These buildings are rather simple, solid masses with formally arranged rhythms of entrances, fenestration, and restrained and stylized classical ornamentation. Surviving examples include the Gay, Sullivan, and Lee buildings.

Another category of commercial structures is that of the more modest buildings which did not have the benefit of a professional designer but where were built after some professionally designed examples appeared in Hardin. Therefore, their builders had the benefit of neighboring stylistic examples. These could be called popular, and should be distinguished from the first set of vernacular structures because of the local presence of stylistic examples. These buildings typically have a brick facade surrounding a glazed storefront; the whole facade is patterned in a formal manner with a very restricted use of classical ornament such as a simple cornice or corbelled parapet. Examples include the Hardin Meat Market (1910), Eder Hardware (1911), and the Kifer Store (1910). In later years, the

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ornamentation became more abstract with the use of simple patterns of different colored brick. Examples include the Harriet Theatre (1916), The Montana Power Company/Federated Building (1930), and the McMoran building (1919).

The fact that Hardin was not founded until 1907 sets its business district off from most other Montana railroad towns which were founded earlier and, therefore, have several older, Victorian-era commercial structures with a more robust use of ornamentation. Hardin's restrained neo-classicism reminds one of the towns along the Milwaukee Road (Baker, Roundup) which also boomed about 1907, or perhaps along the Great Northern (Malta, Glasgow) which boomed somewhat earlier but were still post-Victorian. A major distinguishing characteristic of the commercial buildings in Hardin is the widespread use of light brown brick. Because most Hardin brick was imported, this is not attributable to local raw materials.

The predominant early residential style in Hardin was the Craftsman style, and it appeared shortly after 1910. Hardin's Craftsman houses exhibit typical elements of the style: one or 1-1/2 story construction, broad eaves decorated with exposed rafters, end brackets and wall boards, projecting windows, wood shingle and clap-board siding, dormers, and ample porches--all arranged in a picturesque manner and set in the midst of a spacious yard.

The last prominent building type, which does not actually have a "style," is the grain elevator. There are three large grain elevator complexes in Hardin along the north side of the tracks. Each of them features a tall main element which houses the main storage bins and the equipment for elevating grain into the bins. These grain elevators are all built of wood crib construction (2 x 4's, 2 x 6's, or 2 x 8's layed up in a stack on each side and joined at the corners by alternating, over-lapped ends) and sheathed with corrugated sheet metal. The elevators are unadorned with the exception of identifying painted signs. Yet, their function and type of construction add a distinguishing characteristic to the landscape of Hardin.

This nomination is a result of a comprehensive historical and architectural inventory of Hardin's Original Townsite sponsored by the Big Horn County Historical Museum. Field work was done by Patricia Nurre, Jackie Redding, Babe Butler, and Deloris Luther, all members of the Big Horn County Oral History Project Committee. Fredric L. Quivik, Architectural Historian at Renewable Technologies, Inc., Butte, Montana, was hired as a consultant by the Big Horn County Historical Museum to supervise the inventory and complete this nomination.

The entire Original Townsite of Hardin was inventoried. All standing structures were recorded with field notes and black and white photographs and their histories were researched in county records, newspapers, and through oral informants. A Montana Historical and Architectural Inventory Form was completed for each standing structure in the Original Townsite. The inventory team and the consultant researched the background history to Hardin's development to create a context for

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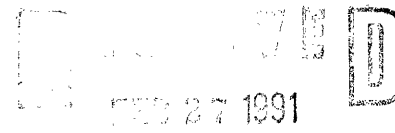
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assessing the significance of each building. Each standing structure was evaluated as of primary significance, contributing significance, neutral, or intrusive according to the National Register criteria.

Hardin's Original Townsite contains 114 structures of which 23 (20%) are residential and 91 (80%) are commercial. After the buildings were evaluated, boundaries were drawn for two districts as part of this Multiple Resource Nomination. Hardin's Commercial Historic District contains 23 buildings of which 65 (94%) are commercial and 4 (6%) are residential. Hardin's Residential District contains 23 buildings of which 17 (74%) are residential and 6 (26%) are commercial.

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Historic Resources of Hardin (Addendum)

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Historic Resources of Hardin (Addendum)
Big Horn County, Montana

This addendum to the Historic Resources of Hardin nomination presents 14 additional properties to be nominated to the National Register - encompassing 10 Craftsman/Bungalow style residences, 1 Prairie Commercial style apartment building, 2 churches--a Gothic Revival and a rustic log Craftsman variant--and 1 Craftsman style hospital building with an associated nurse's residence. Hence, there are 15 primary buildings (12 residential, 2 ecclesiastical, and 1 institutional) under consideration here which qualify for listing on the National Register, and 7 garage/outbuildings.

These properties are a logical addendum to the Historic Resources of Hardin multiple resource area. They reflect the same patterns of development described in that original nomination, and are located in neighborhoods which adjoin the existing multiple resource area. In addition, the style, quality and scale of these houses tend to characterize the surrounding early historic additions to the townsite of Hardin. These buildings are among the earliest to be built in four city additions made to the original townsite during the first decade of its existence--Hardin's First, Second, Third, and Fourth Additions. This area is predominantly residential, and is aligned around the town's central business district. The streets are laid out on a north-south grid, lots are regular, rectangular parcels set on the perpendicular. The landscaping typically includes tended lawns with mature trees and shrubbery. Sidewalks and boulevards line the streets throughout these additions.

The Craftsman homes to be added in this addendum were all constructed during the period between 1911 and 1920. In Hardin, Craftsman style residential architecture dominated the decade of the 1910s, when the neighborhoods were infilling, and the town was maturing. Like most of the residential buildings in Hardin, these homes are functional, sturdy buildings, and are fairly modest in scale.

Hardin's Craftsman houses were characterized in the original Historic Resources of Hardin multiple resource area nomination. They suggest pattern book origins, and were built with mass-produced materials, including detailing from local lumber companies, and textured concrete blocks and bricks.

This addendum also includes two non-residential variations of Craftsman architecture - Haverfield Hospital and the Hardin Baptist Church. The Haverfield Hospital (1915) is an institutional variant, with a stuccoed exterior, and low, horizontal orientation. The Hardin Baptist Church (1930-1931) is the latest Craftsman building to be considered here. An intriguing Craftsman variant, it combines Craftsman style design elements with traditional rustic log construction. A basic symmetry, battered log ends, multi-lit windows, and wide eaves with exposed rafters all belie the Craftsman influences in this locally designed and executed building.

A second church, St. Joseph Catholic Church, reflects the popularity of Gothic Revival for ecclesiastical buildings in early 20th century Hardin. Three such churches were constructed in town during this period, however only St. Joseph Catholic Church retains integrity of design and location in representing the style in Hardin.

Finally, multi-family buildings are also represented in this addendum, by the Reno Apartments, a Commercial style apartment building which was built in 1919. Exhibiting Prairie School influences, it is a central-entry, solidly cubic building with linear fenestration patterning. The Reno Apartments makes clear reference to the Prairie School by employing a typical low-pitched, hipped roof with unadorned projecting cornices, horizontal belt coursings, and a flat-roofed central porch partially enclosed by concrete balusters having impressed panels.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1907-1937 **Builder/Architect** Multiple

Statement of Significance (in one paragraph)

The built environment of the Original Townsite of Hardin is historically significant because it has a predominance of structures which retain very good integrity and which, therefore, visually depict the period during which Hardin was founded and grew. That which Hardin's Original Townsite depicts can be divided into three themes: 1) the small town architecture of the early 20th century (1907-1937), 2) the town planning of a western townsite company associated with the railroad's colonization of the frontier, and 3) the business mix and the evolution of businesses in a small agricultural/railroad town.

Hardin, Montana was founded in 1907 by the Lincoln Land Company as an agricultural shipping point along the Chicago, Burlington, and Quincy railroad to serve a former portion of the Crow Indian Reservation which had recently been opened to homesteading and agricultural settlement. The Hardin area was one of the last areas of Montana to be settled by whites, in large part because it had been part of the Crow Reservation. Almost as soon as reservations were created in the American West, there was pressure to reduce their size to open more areas to settlers from the eastern parts of the U.S. Such pressure began to intensify concerning the Crow Reservation when the C.B.&Q. built its line through the reservation in 1894.

The C.B.&Q. was a major midwest railroad which had received several large land grants in Iowa and Nebraska during the mid-19th century to help it capitalize the construction of its lines. To ensure that it had enough freight to continue operations, it was a practice of the railroad to encourage the settlement of lands adjacent to its lines, thus creating a market for its services as a shipper of agricultural supplies and production. To facilitate the implementation of this policy, managers of the railroad created several townsite companies to provide for the orderly establishment of town along the lines. The most active of the townsite companies associated with the C.B.&Q. was the Lincoln Land Company. It founded almost 300 separate towns in Nebraska, Kansas, Colorado, Wyoming, South Dakota, and Montana.

Late in the 19th century, facing stiff competition from transcontinental railroads such as the Union Pacific and the Northern Pacific, the C.B.&Q. desired its own direct connection to the Pacific coast. Lacking the capital to build such a line, the railroad instead entered into an agreement with the Northern Pacific to utilize NP track from Billings, Montana, for shipments west. Thus, the C.B.&Q. had only to build a line from Wyoming to Billings, which it did in 1894. However, unlike the construction of other lines of the C.B.&Q., which were accompanied by townsite activity to encourage settlement of land adjacent to the lines, this 1894 construction in Montana did not see the immediate creation of new towns because it was across land which was not open for settlement.

9. Major Bibliographical References

See attached bibliography.

10. Geographical Data

Acreeage of nominated property 55 acres

Quadrangle name Hardin, Montana

Quadrangle scale 1:24,000

UTM References See UTM references accompanying each district boundary description.

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

See attached

List all states and counties for properties overlapping state or county boundaries

state	<u>N/A</u>	code	county	code
-------	------------	------	--------	------

state		code	county	code
-------	--	------	--------	------

11. Form Prepared By

name/title Fredric L. Quivik, Architectural Historian

organization Renewable Technologies, Inc. (Under contract to the Big Horn County Hist. Society) date September 1984

street & number 630 Utah telephone (406) 782-2386

city or town Butte state Montana 59701

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *Marcella Sheffy*

title SHPO date 5-22-85

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I hereby certify that this property is included in the National Register

See continuation sheet for details date *5-22-85*
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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Under continued pressure from whites who wanted to settle reservation land, the Crow agreed to cede all their land between the present northern boundary of the reservation and the Yellowstone River in 1904. Anticipating new settlement along the decade-old C.B.&Q. line in Montana, the Lincoln Land Company moved to acquire the land on which Hardin now sits. Carl Rankin, who lived at the Crow Agency, several miles to the south, was hired as agent for the company and began surveying the townsite in May of 1907. The town was laid out in a variation of the "T-town" in which the main commercial street is perpendicular to the tracks (this was the scheme employed in most Lincoln Land Company towns). The plat was filed immediately at the Yellowstone County Clerk and Recorder's Office at Billings and the first sale of lots was held on May 30, 1907. People immediately began moving to Hardin and during the summer of 1907, the first permanent businesses and residences were built.

The C.B.&Q. immediately established a freight depot and section house at Hardin. The first businesses in Hardin were Edwin Spencer's general store, the Bank of Hardin, Robert Anderson's Hardin Hotel, and Anton Becker's Montana Saloon. By the end of 1907, C. C. Hutton, Carl Rankin, E. A. Howell, and W. E. Reno had completed construction of their houses. On January 10, 1908, E. H. Rathbone published the first issue of the Hardin Tribune in which the following businesses advertised: Spencer's general store, Hutton's grocery store, Smith's hardware, Bank of Hardin, Boylan's coal dealership, Hill and Coulter, blacksmiths, Reno and McDonald, livery and feed, Mouat's meat market, the H. M. Allen lumber company, a doctor named Richardson, Anderson's Hardin Hotel and Bar, the Big Horn Saloon, and the Little Horn Saloon.

In 1910, Hardin Township (which included the townsite plus some of the surrounding farms) had a population of 505. Hardin was incorporated in 1911 and the first city offices were housed at the rear of the Bank of Hardin (in 1912, the City built a wood frame fire hall and council chambers which it occupied until the new masonry City Hall, housing the Fire and Water departments as well, was built in 1920). In 1911, Hardin took on the appearance of an agricultural town with the construction of its first grain elevator by the Denio Elevator Company. In 1913, Big Horn County was created with Hardin as its county seat. Space for the county courthouse was rented in the Sullian Building which was built for that purpose in 1913 (the county continued to rent space in privately owned buildings until the County Courthouse was built as a WPA project in 1937). Hardin and Big Horn County continued to grow, reaching populations in 1920 of 1312 and 7015, respectively. Contrary to the trend in most of the rest of Montana, Big Horn County even experienced modest growth during the 1920's, reaching 8543 by 1930.

Because Hardin was founded in 1907, after Montana was well connected to eastern markets by rail, Hardin architecture reflects the materials and design tastes popular in other parts of the country. For its larger commercial buildings, the community had easy access to architects from larger commercial centers, especially Billings. These architects were steeped in the neo-classical tastes which had

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swept the U.S. in the wake of the classical revival of the World's Columbian Exhibition at Chicago in 1893. For its residences, the Hardin community had easy access to plans and materials of the Craftsman style through local lumber yards and the railroads. This style was also popular throughout the U.S. in the early 20th century as a means of middle class single families achieving picturesque comfort in homes thought to be conducive to moral growth. Thus, railroads helped put Hardin, in terms of its architecture, squarely in the midst of the mainstream of American tastes.

Taking a broader view of the Hardin built environment, looking at the aggregate of buildings rather than at individual buildings, one further sees the importance of the railroad to Hardin and the role the railroads played in the settling of the West. Railroads wanted orderly townsite development that would facilitate agricultural and commercial growth and, therefore, the growth of the shipping of freight. One physical, visual attribute of such planned, orderly townsite development was the imposition of a street grid on the landscape. That grid typically had a very specific relationship to the railroad, and it was platted to encourage commercial development in one area and residential development in others. Such planning tended to limit unnecessary land speculation and unnecessary commercial settings, and it tended to encourage pleasant residential settings relative to the commercial and transportation activities in town. In as much as these plans fostered amiable community growth, railroads found the planning efforts to be a good investment in building stable agricultural communities and, therefore, in building a stable economic base to support their operations. Hardin is clearly such a town.

Finally, Hardin's built environment visually depicts the business mix of an agricultural/railroad town. Hardin was founded primarily to support a growing agricultural community. Hardin was founded relatively close to Billings, an established major commercial and growing industrial center. Therefore, one would expect Hardin's business mix to be that which met the immediate needs of the surrounding agricultural community. Indeed, this is the case and it can be seen in Hardin's buildings. Businesses include grain elevators for the shipping of agricultural products, lumber yards for marketing building supplies to the surrounding countryside, retail outlets for consumer goods and services, and a few small-scale value-added businesses, such as a creamery or a blacksmith shop, that met local needs more efficiently than a more distant business could. One does not find major warehousing or manufacturing businesses in Hardin. Such businesses existed elsewhere, such as in Billings, and served Hardin by rail.

Hardin's relatively intact collection of early buildings is historically significant because it gives a visual picture of the period when railroads and homesteaders were settling the Great Plains of the American West.

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The area inventoried was divided into two districts, a commercial historic district and a residential historic district, to reflect the predominant building types in each. The commercial historic district encompasses virtually all of the historic commercial structures surviving in Hardin. However, the residential historic district, being limited to the Original Townsite, contains only a small portion of the historic residences in Hardin. Adjacent to the Original Townsite of the north and west are numerous block residences built shortly after Hardin was founded, built predominantly in the Craftsman Style, and still largely unaltered. The Big Horn County Historical Museum plans to inventory the rest of Hardin at a later date. At the completion of that process, it is anticipated that additional properties will be added to this Multiple Resource Nomination in the form of an enlarged residential historic district, additional residential historic districts, or individual historic properties.

Hardin will be using this National Register designation as the basis for a Main Street Revitalization Project. Planners in the local government and at the Big Horn County Historical Museum are currently working with the National Trust for Historic Preservation to have Hardin designated as a Main Street Program site.

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Historic Resources of Hardin (Addendum)

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Historic Resources of Hardin (Addendum)
Big Horn County, Montana

This addendum to the Historic Resources of Hardin was prompted by the survey of 14 additional historic properties which are eligible for inclusion to the National Register of Historic Places, but were located outside the boundaries of the original survey area. These properties were identified on the basis of their architectural significance within the town of Hardin, and were surveyed in February 1989 by Hardin's Local Preservation Officer, Jackie Redding.

Period of Significance: 1907-1937

The period of significance for the Historic Resources of Hardin multiple resource area was defined as 1907-1937 in the original nomination. The properties identified in this addendum date squarely within this period, and reflect many of the patterns and history described in the original nomination.

Statement of Significance

The fourteen properties presented in this addendum, were identified primarily on the basis of their architectural merits. Within a local context, these residences are outstanding examples of Craftsman style residential architecture. They retain an unusually high degree of historic integrity and represent in scale, style, quality of construction and spatial arrangement, the architecture which came to typify Hardin's nascent residential neighborhoods.

An emphasis on mass-produced materials and design, facilitated by the growth of transportation during the 20th century is reflected by these buildings. Several of the Craftsman homes nominated here were developed by individuals associated with the Boyum and English lumber company, which marketed building designs and pre-made construction materials. Mass-produced materials, from decorative trims, windows and doors, to structural elements, were available, ready-made from such local suppliers. Some of the wooden elements were manufactured locally, while other materials, such as bricks and concrete blocks, were manufactured in nearby towns including Billings and Laurel, and shipped in.

The emphasis on Craftsman style homes in early 20th century Hardin mirrors Hardin's emergence as the seat of government and center of commerce for Big Horn County. In another context these homes might appear modest and ordinary; in Hardin they stand out as homes of substance and style which set the character of Hardin's early neighborhoods. Within a mere decade of the town's founding, these Craftsman homes conveyed a sturdy aesthetic, and emphasized functional, family living--lending the town an air of settled prosperity and helping to create a feeling of instant community as this railroad town sprouted on the rolling Eastern Montana prairies.

The churches, hospital, and apartments which are nominated here reflect the rapid maturation of the Hardin community as the population grew, demand for residential space increased, and community services were expanded. The quality of these buildings attests to the level of architectural awareness to be found in rural Western towns on the railroad frontier, and to the degree to which Hardin had secured a dominant position in young Big Horn County.

These newly nominated properties are located in the early town additions which wrap Hardin's central business district, and provided room to expand the town's residential development. This alignment was an elaboration of Hardin's basic T-form configuration, which could accommodate town growth while retaining the emphasis on the railroad and the central business district.

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Abstract of Statistics for the 1920 and 1930 Census (Washington, D.C.: U.S. Government Printing Office).

Cutting, Malcolm C, "A Manufacturer of Wheat," County Gentleman, August 1926.

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Number 10 Historic Resources of Hardin (Addendum)

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Historic Resources of Hardin (Boundary Increase)
Big Horn County, Montana

Acreage of nominated property:

The original acreage encompassed by the Historic Resources of Hardin was 55 acres. This boundary increase represents an addition of 734 acres, making a total of 789 acres in this multiple resource area.

UTM References:

UTM references for the 14 properties considered in this addendum are listed on the individual nomination forms. UTM references for Hardin's expanded multiple resource area are as follows:

	Zone	Easting	Northing
A	13	296030	5068150
B	13	296840	5068760
C	13	297640	5068100
D	13	297600	5066470
E	13	295360	5066510

Verbal Boundary Description and Justification:

As forecast in the original nomination, this addendum expands the boundaries of the Historic Resources of Hardin multiple resource area beyond the original townsite to include historic properties which lie outside the original townsite. The 14 properties considered in this addendum lie within Hardin's First, Second, Third, Fourth and Highland Park Additions. However, because the entire area within the Hardin city limits basically developed reflecting the patterns of settlement outlined in the original multiple resource nomination, the boundaries for the Historic Resources of Hardin multiple resource area are being expanded to be defined by the boundaries of the Hardin city limits.